



# The China Mail

ESTABLISHED 1842

NOTE ON WIRE  
LIVE IN HONGKONG  
AND SOUTH CHINA  
By the Rev. G. A.  
HUMBURY, A.M.  
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China Mail Office  
Part 1 Revised Price 25 Cts.  
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No. 15,904

號五廿月四年四十一百九千一第

HONGKONG, SATURDAY, APRIL 25, 1914

庚申年三月廿五日

PRIME, \$3.00 Per Month

## THORNE'S

No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

As supplied to the House  
of Lords and House of Com-  
mons.

A. S. WATSON & Co., Ltd.

WINE & SPIRIT MERCHANTS  
ALFAX BUILDING, Hongkong.

## UMEMOTO.

PROFESSIONAL TATTOOER.  
Orders attended to at the residence of  
Customers, if desired.

Finest work done by hand only.  
No. 12, Queen's Road East,  
Hongkong, Oct. 2, 1913.

## COLLAPSE OF A STAND.

Accident at Hammersmith.

12 People Injured.

A wood platform constructed over the  
hold of an old disused lighter, moored  
on the river bank at Hammersmith, and  
used as a stand for spectators of the  
boat race, collapsed while the boats were  
passing, and about a dozen people were  
more or less severely injured. Three  
persons were detained at the West Lon-  
don Hospital, their names being:

James Hutchinson, aged 52, of East-  
bury Grove, Chiswick, injury to legs.  
Harry Storey, aged 46, of Helston  
Road, Hammersmith, injury to legs.  
Albert Paul, aged 48, of Prince's  
Road, Regent's Park, broken leg.

The accident was probably the worst  
that has occurred in the history of the  
contest, but happily the record of loss  
of life has still to be written. None  
the less is the matter very serious, be-  
cause on boat-race day there are scores  
of structures of precisely similar char-  
acter dotting the river banks all the way  
from Putney to Mortlake.

The lighter was on the Middlesex side  
of the river, some three hundred yards  
above Hammersmith Bridge, and near  
the West-end Boat-house. The spot  
being at the bend of the river, and com-  
manding stretches of water both ways,  
is a favourite one for spectators, and  
is always crowded. The lighter was  
moored with its stern pointing to mid-  
stream and the stern towards the bank,  
and the platform rested upon the sides.  
Spectators were charged 6d a head, and  
there were about 200 of them.

At the starting moment, when the  
boats were passing, there was great  
anxiety to keep them in view, and the  
people occupying the stand pressed first  
to one side, then to the other. It is  
said that cracks were heard and other  
indications given of a movement of the  
platform. Whether that be so or not,  
while the spectators were still pushing  
together and cheering, the crowd now  
rapidly disappeared towards the goal,  
the stand suddenly collapsed and fell  
into the hold of the lighter, some 50  
or 100, letting down the occupants in  
a mass.

Although they were precipitated into  
the boat and not into the water, the  
consequences were hardly less serious  
on that account, for there were ample  
means for prompt rescue from the river,  
as, indeed, happened in the case of one  
luckless man who fell in, but none for  
preventing the physical injuries likely  
to result from people tumbling in a heap  
upon one another amidst a mass of  
splintered woodwork.

The collapse at once distracted the  
attention of those in the vicinity from  
the race, for the air was filled with  
shouts of women and children and the  
shouts of men. Aid came without a  
moment's delay. Several police-boats  
patrolling the river were pulled to the  
scene, two or three scores of police-con-  
stables on duty on the bank hastened  
to the spot, and help came in almost  
too great abundance.

Not without difficulty the victims of  
the accident were brought to the bank,  
and some were found to be bleeding  
and contused, while a few had broken  
or fractured limbs. Some ambulances  
men quickly brought appliances for their  
temporary relief and removal, and a  
number of Boy Scouts, resourceful and  
active as always, furnished splints by  
breaking up part of a fence.

It was found advisable to take about  
half a dozen of the injured to the  
London Hospital at Hammersmith, but  
all except three above-named were sent  
home after treatment.

The cause of the accident will be the  
subject of an inquiry, and meanwhile  
the large and the broken platform have  
not been interfered with.

## BUSINESS NOTICES.

### MILKMAID RICH THICK CREAM

(which can be whipped but cannot be beaten)

It is

SIMPLY

PURE

CREAM

Packed in Three sizes, of tins,

1½ oz., 5½ oz., 4 oz., net weights.

Obtainable from

Messrs. E. & F. CRAWFORD & Co.

Messrs. THE SINCERE Co.

Messrs. H. RUTTONJEE & SON.

Messrs. THE FRENCH STORE.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 25th APRIL.

8 A.M. 'HONAM.'

8 A.M. 'HEUNGSHAN.'

10 P.M. 'KINSHAN.'

5 P.M. 'FATSHAN.'

### SUNDAY, 26th APRIL.

10 P.M. 'FATSHAN.'

4 P.M. 'KINSHAN.'

### REDUCTION IN SALOON FARES

Commencing from April 1st the Saloon passage rates by the Companies' Steamers  
will be reduced to:-

Single Fare by Night Steamer ..... \$ 6.00  
Return Fare by Night (available also for Return by day Steamer) 10.00  
Single Fare by Day Steamer ..... 4.00  
Return Fare by Day Steamer ..... 8.00

The attention of the travelling public is drawn to the comfort afforded by the  
Companies' vessels. Passengers arriving by Night Steamers from Canton (due at  
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without  
extra charge. Electric fans and electric light are available all night.

### HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.  
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

### EXCURSION TO MACAO.

SUNDAY, 26th APRIL.

The Company's Steamship 'TAISHAN,'

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 4 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street  
Wharf.

### FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'SUI TAI'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 9.30 P.M.

### CANTON-WUCHOW LINE.

S.S. 'SAI NAM,' 588 Tons, and S.S. 'NAN SHING,' 568 Tons.

One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday  
and Friday, at about 6 P.M., and the other leaves Wuchow for Canton every Monday,  
Wednesday and Friday at about 8.30 A.M. Round trips take about 5 days.  
Passengers can return to Hongkong or vice versa by the Company's direct steamers  
'LINTAN' and 'SANUL.' These vessels have superior Cabin accommodation and are  
lighted throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).

Opposite Blake Pier.

### HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st Mar., 1914 the price of

current will be reduced to the follow-  
ing:-

Electric Light and Fans... \$0.21 per unit

Power, Lifts, Heating and

Cooking... \$0.075

Power to 13 strided Horse

Consumers... \$0.05

Discount will remain as before.

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, April 22, 1914.

## BUSINESS NOTICES.

### THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE,  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 33' x 34'

Pumps empty Dock in 5 3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:-

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 180 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,

LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY

DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. Reid, can be seen between the hours of 11 a.m. and 12 noon  
at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—'TAIKOO DOCK.' Telephone No. 215.

## GEORG STEIGER.

GERMAN SAUSAGE FACTORY

(Deutsche Wurstfabrik.)

Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can  
be obtained already sliced by 1/2 and 1 lb. etc.

Beef and Pork sausages made fresh every morning.

Special arrangements will be made with Hotels, Caterers  
Boarding-houses, Ships, Picnic parties, etc.

## JUST ARRIVED

Per S.S. ALDENHAM.

1st Grade Australian Butter: Government guarantee

Absolutely the Best Imported: only 75 cents per lbs.

THE

## ALEXANDRA CAFE CO.

## THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

196 J. H. TARRANT, Manager.

## PEAK HOTEL.

ADAMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the 'Kowloon' Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms: First-class Cuisine, Lounge, Smoking and Ladies' Rooms,  
Roof Garden.

Terms:—From 65 per day Max.

Telegraph Add: 'Peacful.'

P. O. MEISTER

Manager

## GRAND HOTEL

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION  
AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION

ELECTRIC LIGHT & FANS THROUGHOUT

F. REICHMANN, Proprietor.

## THE CARLTON HOTEL

Recently Renovated and Refurnished.

Self-Contained Suites of Apartments with Private

Bath-rooms attached, Luxuriously Furnished Lounge, Drawing, Reading

and Writing Rooms

PERFECT SANITATION

Under Personal Management of

O. E. OWEN, Proprietor

## BUSINESS NOTICES.

### GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Casks of 75 lbs. net.

In Bags of 75 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

## FAIRALL & CO.

ALL NEW MATERIALS FOR SUMMER-WEAR  
NOW IN STOCK

NEW MODELS IN  
WASHING FROCKS, BLOUSES  
LINEN SKIRTS

INEXPENSIVE FASHIONABLE MILLINERY

OF

EVERY DESCRIPTION.

TELEPHONE 644.

2 Peddar Street.

Hongkong, April 25, 1914.

1509

## WEISMANN'S

FOR BREAD

## WEISMANN'S

FOR CAKES

## WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 18, 1913.

# ROURNVILLE COCOA



The Cocoa  
with the  
most delicious  
flavour.

Made by  
Cadbury's  
from the  
finest Cocoa

Hongkong, Dec. 17 1907.

## CALDBECK MACGREGOR & Co.

ESTABLISHED 1864.

SOLE AGENTS

FOR

## Falcon Pilsener Beer

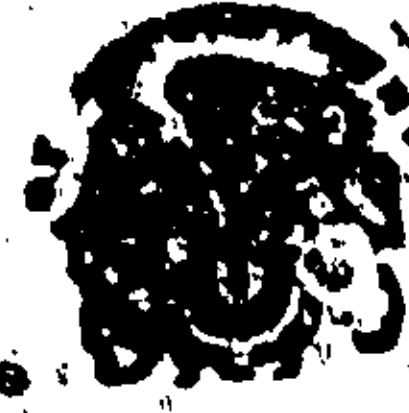
Per 1 dozen quarts \$3.00

Per 1 dozen pints 2.00









**Hughes and Hough**  
AUCTIONEERS TO THE GOVERNMENT  
AND ADMIRALTY.

General Auctioneers  
AND  
Share, Coal and  
General Brokers.  
PROPRIETORS  
"TO-KWA-WAN"  
COAL STORAGE.  
Codes used:  
A.B.C. 4TH & 5TH EDITIONS.  
A1. TELEGRAPHIC CODE.  
Telegraphic Address  
METRION HONGKONG.

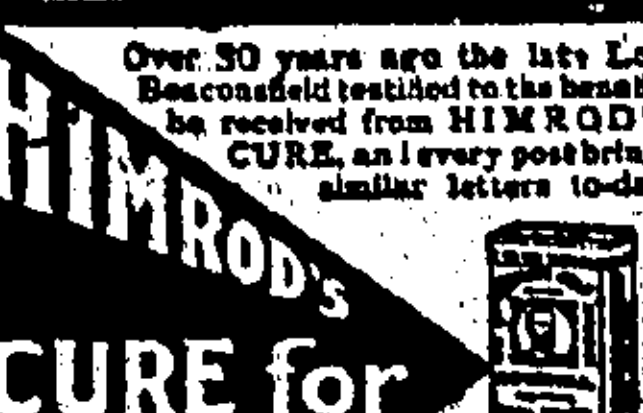
**PUBLIC AUCTION**  
THE Undersigned have received instructions from CAPTAIN W. A. HUGHES, to sell by Public Auction,

**WEDNESDAY,**  
the 23rd April, 1914, at 2.30 p.m., at No. 2, Canton Villas, Kimberley Road, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, therein contained. Consisting of:—  
Fumed Oak Dining Room and Bedroom Suite, Upholstered and Baiton Furniture, Single Beds Indian Rugs, Wardrobes, and Cupboards, Glass Ware and Crockery, 1 large Ice Chest, Aluminium Cooking Utensils, Stove, Wash Tub, etc., etc.  
Also:  
One Goat's Bicycle by Singer & Co. in good condition.  
On view from 28th instant.  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 23, 1914. 528

**PUBLIC AUCTION**  
THE Undersigned has received instructions to sell by Public Auction,

**FRIDAY,**  
the 1st May, 1914, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, A QUANTITY OF VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, As follows:—  
Teakwood—Upholstered Drawing Room Suites, Dining Room Suite, Arm-chairs and Sofas, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Bureaux, Wardrobes, Washstands, etc., etc., Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, etc., etc.  
Also:  
Two New Richelieu, Three Lady's and Gent's Carrying Chairs, Five Pianos, One Lady's Saloon, Rife, Blackwood Over-mantel, Old Chinese Blackwood Cabinet, 1 Desk, 1 pair Old Bronze Figures, Electric Reading Lamps, etc., 1 Marble Clock, Chubb's Safe, American Ice Chests, 1 Typewriter Barograph, 3 Ceiling Fans, etc.  
Catalogues will be issued.  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 22, 1914. 529

**PUBLIC AUCTION.**  
THE Undersigned have received instructions from DA. GROSS, to sell by Public Auction,  
**MONDAY,**  
the 4th May, 1914, at 2.30 p.m., at No. 10, Queen's Gardens, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, therein contained, Consisting of:—  
Large Chesterfield Sofa and Arm-chairs (Lane Crawford make), Blackwood Chairs, Stands, etc., Large Sideboard, Dining Table and Chairs (Lane Crawford make), Large Teakwood Bedstead mounted and Twin Bedsteads, Wardrobes, Dressing Tables, Washstands, etc., etc.  
Also:  
Baldwin Ice Chest, American Iron Safe, Victrola and Records, a large number of Plates in Pots and Pans by Reckstein with Electric Radiator in good condition.  
Full Particulars from Catalogue.  
On view Sunday 3rd May.  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 24, 1914. 530



**HIMROD'S CURE for ASTHMA**  
FAMOUS FOR 40 YEARS.  
Sold in this by all Chemists and Stores throughout the Country. Beware of Imitations.


**AUCTIONS.**  
**PUBLIC AUCTION.**  
THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned), on  
**SATURDAY & MONDAY,**  
the 25th & 27th April, 1914, commencing each day at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House St.,  
A Varied Assortment of Leather Suit Cases, Trunks, Collar Boxes, Tea Sets, Artistic Bamboo Flower Pots, Tortoise-shell Toilet Sets and Combs, Marble-top Stools, Tongking Mother-of-pearl Inlaid Boxes, Flower Vases, etc., etc., etc.  
The above goods are all new. (Full Particulars from Catalogue.)  
On view on Friday a.m.  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 24, 1914. 533

**PUBLIC AUCTION.**  
THE Undersigned have received instructions from CAPTAIN PAMET, to sell by Public Auction, on account of leaving the Colony,  
**MONDAY,**  
the 27th April, 1914, at 5.30 p.m., at Ab King's Slipway, The Motor Boat "BRITTANIA," Length 21 feet, 2 1/2 horse power, Petrol, will carry ten persons.  
Further particulars may be had from the Undersigned.  
On view from Sunday 26th instant.  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 17, 1914. 408

**PUBLIC AUCTION.**  
THE Undersigned have received instructions from MR. J. HUNTER to sell by Public Auction, on

**THURSDAY,**  
the 30th April, 1914, at 11 a.m., at the Hongkong and China Gas Co.'s premises top floor, THE VALUABLE HOUSEHOLD FURNITURE, therein contained, Consisting of:—  
Comprising:—Large Sideboard, Dinner Waggon, Extension Dining Table, Leather-covered Chairs, Carpets and Rugs, Curtains, Engravings and Pictures, Large Brass-mounted Bedstead, Wardrobes, Dressing Tables, etc., Bathroom and Pantry Requisites.  
Also:  
PIANO by ROBINSON COY.  
TERMS:—As usual.  
Catalogues will be issued.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 21, 1914. 518

**PUBLIC AUCTION.**  
THE Undersigned have received instructions from DA. GROSS, to sell by Public Auction,  
**MONDAY,**  
the 4th May, 1914, at 2.30 p.m., at No. 10, Queen's Gardens, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, therein contained, Consisting of:—  
Large Chesterfield Sofa and Arm-chairs (Lane Crawford make), Blackwood Chairs, Stands, etc., Large Sideboard, Dining Table and Chairs (Lane Crawford make), Large Teakwood Bedstead mounted and Twin Bedsteads, Wardrobes, Dressing Tables, Washstands, etc., etc.  
Also:  
Baldwin Ice Chest, American Iron Safe, Victrola and Records, a large number of Plates in Pots and Pans by Reckstein with Electric Radiator in good condition.  
Full Particulars from Catalogue.  
On view Sunday 3rd May.  
TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 24, 1914. 530



**PARIS TOILET**  
No. 13, QUEEN'S ROAD CENTRAL (Under the Astor House).  
THE Leading LADIES' & GENTLEMEN'S HAIRDRESSING SALOONS IN THE EAST.  
Manufacturers of SEVES DES ALPES, pronounced by those who use it the best Hairwash to prevent the falling out of hair.  
J. O. SOPIESS, Proprietor.  
Hongkong, Oct. 24, 1913. 3801

If you happen to be late your meals will be Courteously and Promptly served just the same. Only at The ALEXANDER CAFE.

**THE BOAT RACE**  
CAMBRIDGE WIN EASILY.  
Dark Blues' Stars Chase.  
(By An Old Blue in the "Daily Telegraph" of March 30.)  
Cambridge won the Boat Race on Saturday by 41 lengths in 20 min. 23 sec., and the race, which everyone had expected would be very closely fought, turned out to be an unexciting affair. Oxford did not row in anything like the form which they have been showing during the last ten days, and almost at the first shock of the encounter the uniformity with which Mr. Gold had apparently managed to patch up the crew broke up, and they rowed as eight men rather than as a crew. Cambridge, on the other hand, as, perhaps, is only natural for a winning crew, rowed in better form than they have shown since they came to Putney, and their solidarity, which had been the main feature of their seamanship almost from the day when the crew was finally settled, about eight weeks ago, made their victory an easy one.

Perhaps the chief credit of the Light Blues' victory was due to Tower's splendid stroke and excellent judgment. He knew that Oxford's best chance of winning was to hustle him at the start, and refused to take any notice of the other crew, and stood his men out splendidly after the first half-minute. Not that I would suggest that Pitman in any way lacked judgment, but in trying, as he had to, to race at top speed for the first two minutes, he found his crew unable to back him up properly, and his instrument broke in his hands. Cambridge, throughout, once they had gained a commanding lead, rowed the slower stroke and well within themselves, but in spite of this it was wonderful that Oxford were able, rowing as they were, to keep as near as they did. That they were not further behind than they were was due to the magnificent manner in which Wiggins rowed from start to finish. Not for one stroke did he falter, and even in the last desperate spurt after Barnes Bridge he never lost his length or his straight drive from the stretcher.

THE CAMBRIDGE CREW.  
All rowed so well behind Tower in the winning crew that it is difficult to find words of praise enough to go round. Dixon showed no signs throughout of his tendency to be late at the finish, while he was a great help to his stroke in standing out the crew at the crucial moment, which came so early. Clarke, too, kept the extra bit of length which Mr. Drucro's coaching gave him in the last week of practice, which he had not regained after his illness in the middle of training, when he first came to Putney; and he fully upheld the great reputation which carmen had formed of his rowing at Henley last year. Garnett and Wilson also rowed with great power throughout, and in another year, with Livingstone, should be most valuable men round whom to build an even better crew than the one we saw on Saturday.

S. E. Swann, the president, is to be most heartily congratulated, not only on his own rowing in the crew, but more especially on the manner in which he picked his men and the keenness which he has infused into Cambridge during his year of presidency. He will certainly hand over to his successor a legacy of talent which but few new presidents are so lucky as to find, for not only has he discovered the three great heavyweights mentioned above, but has brought out D. J. Day, who rowed so hard and well at bow, and who should prove himself to be a worthy successor to Fowler as a stroke. The pendulum showed on Saturday that it had swung with a vengeance, and Oxford, after their five last years, must look forward with some regret to a period of lean ones.

RACE DESCRIBED.  
For the first time since the crews arrived at Putney the weather was in every way ideal; too ideal, in fact, for Oxford's chances, for their best hope lay in rough weather. The sun shone gloriously all the morning, and the light breeze from the south, which had but the faintest touch of east in it, brought no chill with it. In the early morning both crews were out for a preliminary spin to open their lungs, and each rowed a minute at top speed. Long before lunch-time crowds were pouring into Putney, and the prospect of an exciting race, in which we were all disappointed, drew numbers which surpassed anything I have ever seen, save, perhaps, at the Cambridge and Harvard race of 1906.

Soon after two o'clock the men had changed, and it became known that Cambridge had won the toss; and had chosen the Surrey station, which has the advantage of the great bend from Harrods to Barnes. But they were to prove that it made no difference. As soon as the Light Blues' ship was in the water Oxford brought out their boat, and no time was wasted in getting down to the stake-boats, where the umpire, Mr. F. I. Pitman, was waiting on board the Consul.

By 2.20 they were off. For the first two or three strokes Oxford, who had proved they were better at getting away from their stake boat, held an advantage of a foot or two. In the first quarter both had rowed 11 strokes—the usual rate for Cambridge, and one stroke faster than Pitman usually rows—Tower rowed 21 against 20 in the half, and both had rowed 38 in the full minute. Before this had elapsed, however, Cambridge had drawn level. At the 30th stroke an ominous lurch up the Dark Blues, and Pitman in vain tried to steady them. At the London Rowing Club headquarters Cambridge led by six feet, and with Oxford already rowing short, and in ragged fashion, the Light Blues soon afterwards began to go away fast.

At Craven Steps, reached in 2.7, Cambridge were well over half a length up, and soon afterwards Tower spurred finely and drew clear, Oxford, in spite of the bend in their favour, being unable to hold them. At the Mile Post, 4 min. 4 sec., Cambridge had a quarter of a length's clear water, and, with Wells steering too far over to Surrey, the Oxford crew got the full benefit of their wash. This quite finished them as a crew, and, in spite of the fact that Pitman was rowing 32 against 29, they fell further behind, and it was obvious that the race was over.

**ENTERTAINMENT**  
THEATRE ROYAL  
APRIL 20th to 25th.  
ACCURATE MOVING PICTURE DIARY  
OF THE GREATEST EVENT RE IN MODERN TIMES.  
**CAPT. SCOTT'S**  
UNPARALLELED TRIP TO THE GREAT WHITE SOUTH  
By  
H. G. PONTING F.R.G.S. LONDON.

ACCOMPANIED BY A GRAPHIC EDUCATIONAL LECTURE.  
Looking at MOUTRIE'S CIRCLE ..... \$3  
STALLS ..... \$1  
PIT AND GALLERY ..... \$1  
Hongkong, April 18, 1914. 503

gloriously all the morning, and the light breeze from the south, which had but the faintest touch of east in it, brought no chill with it. In the early morning both crews were out for a preliminary spin to open their lungs, and each rowed a minute at top speed. Long before lunch-time crowds were pouring into Putney, and the prospect of an exciting race, in which we were all disappointed, drew numbers which surpassed anything I have ever seen, save, perhaps, at the Cambridge and Harvard race of 1906.

Soon after two o'clock the men had changed, and it became known that Cambridge had won the toss; and had chosen the Surrey station, which has the advantage of the great bend from Harrods to Barnes. But they were to prove that it made no difference. As soon as the Light Blues' ship was in the water Oxford brought out their boat, and no time was wasted in getting down to the stake-boats, where the umpire, Mr. F. I. Pitman, was waiting on board the Consul.

By 2.20 they were off. For the first two or three strokes Oxford, who had proved they were better at getting away from their stake boat, held an advantage of a foot or two. In the first quarter both had rowed 11 strokes—the usual rate for Cambridge, and one stroke faster than Pitman usually rows—Tower rowed 21 against 20 in the half, and both had rowed 38 in the full minute. Before this had elapsed, however, Cambridge had drawn level. At the 30th stroke an ominous lurch up the Dark Blues, and Pitman in vain tried to steady them. At the London Rowing Club headquarters Cambridge led by six feet, and with Oxford already rowing short, and in ragged fashion, the Light Blues soon afterwards began to go away fast.

At Craven Steps, reached in 2.7, Cambridge were well over half a length up, and soon afterwards Tower spurred finely and drew clear, Oxford, in spite of the bend in their favour, being unable to hold them. At the Mile Post, 4 min. 4 sec., Cambridge had a quarter of a length's clear water, and, with Wells steering too far over to Surrey, the Oxford crew got the full benefit of their wash. This quite finished them as a crew, and, in spite of the fact that Pitman was rowing 32 against 29, they fell further behind, and it was obvious that the race was over.

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No. 2 Dock, Kowloon	250	50	10	10	10	7	
Parent Slip, No. 1, Kowloon	250	50	10	10	10	7	
Parent Slip, No. 2, Kowloon	250	50	10	10	10	7	
TAI-KO-KU							
Common Slip Dock	400	50	10	10	10	7	
ABERDEEN							
Hops Dock	150	10	10	10	10	7	
Laurel Dock	300	50	10	10	10	7	

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**AUCTIONS.**  
G. R.  
PUBLIC AUCTION.  
PARTICULARS AND Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 27th day of April, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of the ROWAN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Particulars of the Lot.

Boundary Measurements (Approximate)	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.
As per plan, 10,000 about	100	10,000	1,000,000	2,500

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—Sinking Fund & Account £8,613  
222,561,263  
Revenue Fire Branch £2,567,158  
Life & Annuity 1,973,369  
Marine Branch Department 263,092  
Other Branches 430,138  
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Agents.

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NOTICE.  
Communications relating to news sheets to be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with any communications addressed to the Editor, not necessarily for publication but as evidence of good faith.  
All matter for publication should be written on one side of the paper only. No anonymously signed communications, halphas already appeared in any other paper, will be inserted.  
Letters relating to business should be addressed to THE MANAGER.  
Orders for extra copies of the "CHINA MAIL" should be sent as soon as possible to the supply is limited. Cash 10 cts., Credit 30 cts. per copy.  
Advertisements and notices to be inserted on pages 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928,











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## BY TELEGRAPH. BY TELEGRAPH. BY TELEGRAPH.

(Reuter's Service to the China Mail.)

## THE WAR IN MEXICO.

LONDON, April 25.

## Villa's Opinion of Huerta.

A telegram from Washington states that General Villa informed the American agent at Chihuahua that he refused to be dragged into war with the United States on account of that "drunken ass, Huerta." General Carranza's agent said that Carranza's note to President Wilson was not hostile, being only intended as a basis for further negotiations. "Carranza," he added, "if recognized as the de facto President would not hesitate to apologize for the acts of the 'traitor Huerta'."

## General Carranza's Invitation.

Mr. Bryan has delivered to President Wilson a statement which has been received from General Carranza. It is a long document, and dwells on the Mexican people not recognizing the usurper Huerta. It says that the United States' invasion would involve an unequal war, and consequently he invites President Wilson to suspend hostilities, to evacuate Vera Cruz, and formulate his demands to the Constitutional Government.

## United States Solely Against Huerta.

President Wilson replied to the statement, reiterating with the greatest earnestness that his action was solely against Huerta.

## White House Perturbed.

General Carranza's statement has perturbed White House, and it is admitted that it entirely alters the situation.

## President Wilson's Statement.

President Wilson, in a statement yesterday, said that as far as his authority was concerned the United States was not in a state of war with Mexico. The operations at present were confined to holding Vera Cruz and outskirts. No blockade had occurred, but the foreign Governments would be notified in advance if there is to be. The United States had handed over the archives of the Embassy at Mexico City to the Brazilian Legation.

## Movements of U. S. Military.

A brigade of infantry, acting with some artillery, have been ordered to Vera Cruz.

Three regiments of infantry and artillery have been ordered for service on the Mexican border.

Mr. Garrison, Secretary of State for War, says that the reinforcement of the border forces and an embargo on the importation of arms have been ordered to relieve the apprehension of the border inhabitants.

Mr. O'Shaughnessy, United States Charge d'Affaires at Mexico City has received passports.

## Surprise for a Mexican Gunboat.

The Mexican gunboat *Progreso*, with 500 soldiers aboard, came into port at Vera Cruz. They were unaware that the Americans were in possession of the city and were allowed to depart out to sea.

The steamer *Tehuantepec*, with thirty soldiers guarding 250 prisoners aboard, has arrived and has been detained.

## American Casualties at Vera Cruz.

Official news states that 12 Americans were killed and 50 wounded at Vera Cruz.

## Protecting the Railway.

The American Naval force occupied breastworks three miles inland from Vera Cruz, on the railroad to Mexico City.

## Americans Threatened.

According to reports from American sources, American buildings in Mexico City have been closed owing to the threats of the mob to murder their occupants.

## Fighting in Texas.

An engagement has taken place at Laredo, Texas, between Mexican Federal troops and U.S.A. military. The Federals dynamited and burned public buildings across the river at Nuevo Laredo, including the American consulate, town hall, post office, theatre and custom-house, and then fled into Laredo. An American war ship, the *Albatross*, arrived at Laredo.

## Casualties at Vera Cruz.

Admiral Fletcher reports that the total casualties sustained by the United States force in occupying Vera Cruz were seventeen killed and seventy wounded. The Admiral estimates the Mexican losses to have been 126 killed and 193 wounded.

## Advice to Carranza.

After conferring with Mr. Bryan at Washington the representative of the Constitutionists telephoned to General Carranza advising him to maintain his neutrality, stating that he had received assurances that no offensive movement from Vera Cruz is contemplated by the U.S.A., and that the Customs House will be returned immediately President Huerta makes reparation.

## General Villa Captured?

A despatch from Albuquerque says that railway officials have received a report to the effect that General Villa has been arrested and put in prison by General Carranza.

## Rebels Capture Monterrey.

A Brownsville telegram states that the Rebels have announced from headquarters the capture of Monterrey from the Federals after a battle lasting five days.

## THE ROYAL VISIT TO PARIS.

## PRESS OPINIONS.

The Press consider that the brilliant success of the visit of Their Majesties to Paris besides emphasising the reciprocal affection of the two nations, also gives a new vigour to *Pentecôte cordiale* from an international standpoint, without alarming the susceptibilities of other nations. Even the *Daily News*, which previously was inclined to suspect an attempt to establish an Alliance, expresses the opinion that the visit was a perfect success in strengthening the common sympathies, without encouraging the dreamers of an Alliance.

The *Koelnische Zeitung* states that it finds nothing in the speeches in Paris inconsistent with *l'entente* of Great Britain, for which Germany was steadily working.

## Great Farewell at Paris.

A telegram from Paris states that their Majesties on departing for London received a great ovation.

President Poincaré and the most distinguished of the capital were present to say farewell.

Their Majesties expressed the utmost pleasure and gratification regarding their visit.

## Exchange of Polite Telegrams.

Prior to the departure of their Majesties from France they exchanged the most cordial telegrams with President Poincaré.

## Welcomes at Calais, Dover and London.

Their Majesties the King and Queen received the warmest of welcomes at Calais and Dover on the return from their official visit to the French capital, and on their arrival in London in the evening they received a memorable ovation from large crowds.

## LADY GIROUARD'S PETITION.

LONDON, April 25.

The petition by Lady Girouard, wife of Colonel Sir E. Girouard, formerly of East Africa Protectorate, for restoration of conjugal rights has been granted.

## EMPEROR FRANCOIS JOSEPH.

LONDON, April 25.

A telegram from Vienna states that continuous coughing has disturbed the Emperor's sleep, but his general condition is declared satisfactory.

## THE BUDGET.

LONDON, April 24.

Mr. Lloyd George will introduce the Budget on Thursday.

## THE FRUIT SEASON.

POMELOES are not sure to be plentiful this year, but the fruit season is expected to be a good one.

## (Reuter's Service to the China Mail.)

## DEATH OF VICE-ADMIRAL STOKES.

LONDON, April 25.

The death is announced of Vice-Admiral Stokes, who had only just been gazetted to the command of the fleet in Ireland.

Vice-Admiral Robert Henry Simpson Stokes was born on August 5, 1855, the eldest son of Sir Robert B. Stokes, G.B., of Drumilton-More, Co. Kerry, and married in 1882 Maude, only daughter of I. Simpson, of Kingston, Ontario. Entering the Navy in 1869 he was promoted captain in 1899, Rear-Admiral in 1908, and Vice-Admiral in 1913. From 1907 to 1908 he was Commander of Hongkong. Admiral Stokes saw service in Egypt in 1882 (medal and bronze star) and in Nicaragua in 1905. He was a member of the Legion of Honour. Previous to his command appointment a short time ago, he was Superintendent of Devonport Dockyard.

## ARMY MOVEMENTS IN ULSTER.

## More Questions Asked.

LONDON, April 24.

Mr. Austen Chamberlain will move a resolution asking for an impartial inquiry into the Army movements in Ulster. Mr. Asquith has granted Tuesday and Wednesday for discussion of the motion.

The Premier explained that the movement of the Battle Squadron from Aros Bay to Lamlash was not connected with the precautionary measures taken against Ulster. He discussed the position with Mr. Churchill on the 21st March, and suggested to Mr. Churchill that in view of the excitement in the country the movement of the Squadron should be delayed.

LATER.

## An Impartial Inquiry Wanted.

Mr. Austen Chamberlain has given notice to move in the House of Commons a resolution to the effect that in view of the seriousness of the Government's contemplated naval and military movements in Ulster, the incomplete and inaccurate of Cabinet Ministers' statements upon this matter and the failure of the Government to deal frankly with the situation there should be a full and impartial inquiry into all the circumstances.

LATER.

## Ulster Volunteers Secret Mobilisation.

The Nationalist Volunteer Force was mobilised throughout Ulster yesterday evening, the utmost secrecy being observed. It is estimated that 27,000 men paraded.

## Army Messes as Troop Clubs.

Mr. Ramsey MacDonald M.P., addressing a meeting at Newcastle declared that in future the people would not be browbeaten by troops which had only batons with which to maintain order. If Army officers imagined that they were going to make their messes into Tory clubs their power must be broken.

## The Ulster "Plot."

## THE GOVERNMENT COMPLACENT.

Sir John Simon M.P., the Attorney-General, speaking at Banbury, said the Government anticipated the debate on the so-called Ulster plot with complacency and confidence. The Opposition must justify their instigation of the Army not to do its duty.

## Howard Blackmailers' Charges.

Mr. Walter Long M.P., in a speech at Brixton, said the charges made by the Government against the Opposition regarding the Army were those of a coward blackmailer. The Unionists had not tampered with the Army, which had acted according to its conscience and convictions.

An amendment to the Army Annual Bill provides that a court-martial may sentence an officer of the Indian Army to forfeit part or all of his service for purposes of promotion. It is explained that the effect of sentences to forfeiture of seniority, to which the power of a court-martial is at present restricted, is merely temporary owing to the system of promotion in India.

## BOWEN COMPLACENT IN CHILDREN.

DURING the summer months children are subject to attacks of the bowen, and should receive the necessary treatment.

## VOYAGE OF THE SEA QUEEN.

## ADVENTURES IN A TWENTY-FIVE FOOTER.

## Kowloon Resident's Ramblings.

Local yachtsmen will be interested to hear of the arrival in Hongkong from Japan, recently, of Mr. F. J. H. Stone, who it will be remembered was a member of the crew of the 25-foot yawl "Sea Queen," which in July 1912 started from Yokohama in an attempt to sail around the world, but was dismasted in a severe typhoon after having covered a distance of some 2,000 miles. The yacht left the coast of Japan on the 27th July, bound for the Marshall Islands, which was to be the first stopping place on the long voyage, but after sailing 600 miles on her course, was compelled to return to Northern Japan to repair a serious leak caused by the buffeting received in the heavy gales encountered. The "Sea Queen" put in at Atsukawa, a whaling station near Sendai, and with the assistance of the whalers, was put to ship shape, when she again set sail for the south seas. The typhoon season was now well advanced, and it was a question whether the little yawl would be able to leave the coast without encountering one of these terrors.

In a chat with a "China Mail" representative, Mr. Stone said: Our position was about 240 miles to the N.E. of Port Lloyd in the Bonin Group when we noticed a heavy swell setting from the S.E. and as the wind was not blowing from that quarter, we took this to be a grave warning. A heavy cloud bank was also noticed on the horizon, and the sultry atmosphere, coupled with the steady drop of our aneroid, soon convinced us that the dread visitor was not far off.

At noon we put the sea anchor out. By midnight the seas commenced to break badly and we were compelled to use oil. Oil has a wonderful effect on breaking seas, and the thicker it is the better. The kind we used was whale oil. The smell of it is most offensive, and it is exceedingly unpleasant to handle, but its action on breaking wind waves is astonishing. About 2 a.m. we heard loud reports on deck as of cannons being discharged, and found our small storm trysail had been blown to ribbons, and shortly after our sea anchor followed suit.

We were now very near the centre of the typhoon, and it is almost impossible to describe the awe-inspiring grandeur of the scene which confronted us. Hiding on with all our strength, we were time and again buried beneath a huge swirling breaker, which, with a deafening crash, would alight on the slowly weakening frame of our craft, driving us under and then throwing us up with tremendous force on to the crest of another wave. Clad in nothing but singlet and trousers, and shivering with cold, we held on for eight solid hours in that crashing, booming, tumbling inferno of white water which every minute was threatening to engulf us. Both Captain Voss and Vincent faced certain death with a coolness and fortitude which stamps them both as true men and not once flinched through the whole trying ordeal.

Suddenly we observed an extra large mountain of water approaching; this put the vessel on her beam ends, and a succeeding breaker turned our noble ship completely over. Vincent and I were in the cabin preparing oil bags at the time, and went tumbling to the wall and then to the ceiling, where we lay buried under tinmed provisions, crockery, nautical instruments—in fact everything in the boat was on top of us. Down we go to Davy Jones like rats in a trap," we thought. For several seconds the little Queen remained in this position and then came reluctantly to an even keel, having turned completely over from port to starboard. Capt. Voss was on deck at the time our boat turned turtle, and our first move after she righted was to get on deck to see if all was well. We found the bid sea-dog sitting in the cockpit, and greeted him with a cheer.

Our next move was to wear ship, and it had to be done quickly, as the yacht was on the wrong tack, and laying very badly. By simply slackening off the main boom, she went off like a scared cat before the furious sea and we were soon safely round when the lay much better, but a terrific squall blew both the sticks out of her.

I may say that at the height of the cyclone we could not see more than 100 yards; all the time there was a blinding rain, and the fury of the wind was such that it was impossible to face it, and all hands were compelled to lie flat on deck to avoid being blown overboard.

When we were finally in the trough of the typhoon there was a lull, a candle on the wind—'one could have lit a candle on the wind—but there was a momentary lull. Shortly after, a moderate gale came in from the opposite quarter. The lowest reading of the barometer observed was 28.25, but after the vessel turned turtle the barometer was put out of action by the sea water.

Three days after the cyclone we sighted our first land, and the day later made Vides Island, which is about 60 miles from Yokohama. After all our vicissitudes the land was a welcome sight to us all.

It is considered it safe to sail

## SHAVES THE WHOLE FAMILY.

THE "SEA QUEEN" has been safely back in Japan, and the crew are all well.

## COMMERCIAL.

## OPIMUM, COTTON, ETC.

S. D. Setai & Co., Exporters and Importers, in their fortnightly report from 10th March to 24th April, 1914, state:

**Benjal Opium.**—We have to report another quiet and dull fortnight. Since the 27th February's market report no sales were reported in the market. It is reported the Chinese holders are selling their previous purchases amongst themselves at \$210 to \$215 per ball, and that comes to about \$8400 to \$8900 per chest. The Opium Combine are not lowering their rates, and are holding out their stock. Clearances during the fortnight are reported of about 1 chest of Patna New, 16 chests of Patna Old, 2 chests of Benares New, and 4 chests of Benares Old, in all about 23 chests. Unsold stock is estimated at about 1143 chests, comprising of about 134 chests of Patna New, 629 chests of Patna Old, 208 chests of Benares New, and 171 chests of Benares Old. Sold but unsold stock:—233 chests of Patna New, 203 chests of Patna Old, 31 chests of Benares New, and 34 chests of Benares Old, in all about 336 chests. Closing reported (nominal) quotations are as under:—

Patna New \$9355 Benares New \$9060

Patna Old \$9250 Benares Old \$8955

**Malwa Opium.**—Also ruled quiet, and no sales were reported in the market. Clearances of about 68 chests. Unsold stock about 1101 chests. Sold but unsold stock about 229 chests. Closing reported (nominal) quotations are as under:—

Malwa New \$8500 Old \$8400

**Cotton.**—Market ruled weak only 25 packages changed hands at \$23 per picul. Unsold stock is estimated at about 2500 packages of Indian and 610 packages of Chinese Cotton in the market. Closing quotations:—\$20 to \$25 per picul for India and \$23 to \$27 per picul for Chinese Cotton.

**Indian Yarn.**—Market ruled weak, and prices show a slight decline. Business is reported of about 300 bales as under:—

	No. per Bale.
200 Indo China	104
50 Colaba	104
150 David	104
100 Phoenix	124
100 Phoenix	124
150 China	204

In all about 80 bales comprising of about 450 bales of No. 10-100 bales of No. 1's, and 250 bales of No. 2's. Unsold stock is estimated at about 3000 bales. Sold but unsold stock is about 36,000 bales.

**Local Yarn.**—No sales are reported.

**Japanese Yarn.**—Sales are reported of about 1000 bales of No. 20s. at \$138 per bale.

**Sundry Articles.**—During the fortnight, under review business is reported in imports in Kiangsu at \$10 to \$12 (per picul), and \$10 to \$12 (per picul). Bora at \$16 to \$17 (per picul), Genda Hums at \$17.50 (per picul), Putchuk at \$35 to \$100 (per picul), Gum Oilbunum at \$6 to \$10 (per picul), Bhesabole at \$9 to \$11 (per picul), Fennel Seeds at \$8 (per picul), and Gloves at \$35 to \$38 (per picul). In Exports purchases are reported in Camia at \$123 to \$131 (per picul), Galangal at \$7 to \$8 (per picul), Green Beans at \$8 (per picul), White Beans at \$8.50 (per picul), Broken Cassia at \$9 to \$10 (per picul), Dry Ginger at \$13 (per picul), Zedoary at \$14 (per picul), Star Aniseed at \$36 to \$37 (per picul), and Betelnuts at \$6 to \$11 (per picul).

## THE GAZETTE.

## Government Appointments.

The following appointments are gazetted to-day:—

## THE UNIVERSITY COURT.

H.E. the Governor has been pleased to nominate Mr. Ho Fook to be a Chinese member of the Court of the University of Hongkong; and to re-nominate the following gentlemen to be members of the court for a further term of three years:—

British:—Mr. Newton John Stubb. Chinese:—Messrs. Chan Keng-yu, Chau Siu-ki, Chin Yu-tin and Ng Hon-tai. Additional member nominated by the Governor:—Mr. Dinshaw Kavajee Saltna.

**Representatives of Grand in Aid Schools.**—Mr. Rev. Gerard Heath Lander, D.D., Bishop of Victoria; and Right Rev. Bishop Pozzani.

## SANITARY DEPARTMENT.

H.E. the Governor has been pleased to appoint Mr. Leslie Brewer and Mr. David Davies to be second class sanitary inspectors, with effect from the 1st January, 1914, and the 23rd April, 1914, respectively.

The high seas in a small vessel, Mr. Stone replied: I consider a small boat like the "Sea Queen" just as safe as a large vessel, if intelligently equipped and handled. This I think is amply proven by our yawl passing right through the centre of a typhoon which was a 2,000 ton steamer, though the latter was only on the edge of the storm. Of course, the expiring was an exceptional accident, and would not happen in a thousand voyages. It would not have occurred even in this instance if our sea anchor gear had been stronger, as it should have been. And, as long as the deck openings are thoroughly water-tight, a small yacht can be rolled over like a barrel, and not take hurt. The weight on the keel will always bring the vessel upright again.

I was sorry that for various reasons we were unable to continue the cruise, as the certain the "Sea Queen" could have done the trick. However, the little craft has one record to her credit, that of turning a complete summer's sail at sea, and getting bringing her crew safely back to land.

We understood that Mr. Stone returned from his voyage with a complete knowledge of the sea, and that he was a very good sailor.

It is considered it safe to sail

## LANE, CRAWFORD and Co.

## SOLE AGENTS FOR

## SPALDINGS ATHLETIC GOODS.

## JUST RECEIVED

## SPALDINGS "GOLD MEDAL"

## TENNIS RACKETS.

EVERY RACKET HAVING A GUARANTEE PRICE COMPLETE WITH COVER \$30.

## RAMS BOTTOM'S CELEBRATED

## "BLACK DOMINO" RACKETS

HIGHEST QUALITY PRICE \$18.50

## SPALDINGS "BOB" GOLF BALL

## SPLENDID PRACTICE BALL

PRICE 65 CENTS EACH

## SPALDINGS "BLU" GOLF BALLS

## STRONGLY RECOMMENDED

PRICE 90 CENTS EACH

## WATER POLO BALLS.

## LANE, CRAWFORD &amp; CO.

## TRY WHITEAWAY'S

FOR TOILET NEEDS

SAPON, POWDER, ESSENCE, ETC.



Yardley's Perfume, English Violets, Sweetest Carnation, Wallflower, Rose, Flowers, etc.

Price \$1.50 per Bottle

Our Leading Line of Toilet Soap - -

Guaranteed Best Value Obtainable. Absolutely Pure, Scented, 12 Cakes in a Box. Parma Violet, Glycerine and Camomile, Brown Windsor, Cold Cream, or Almond.

Price \$1.25 per Box of TWELVE CAKES.

WHITEAWAY, LAIDLAW & CO., LTD.

50 D. Vaux Road.



## TETE-A TETE

Pardon my mentioning the matter but didn't you order

a WHISKY-TANSAN for yourself and TANSAN

LEMONADE for me. "Yes and that's what we've

got and not only that it's WILKINSON'S the

one and only GENUINE TANSAN on the Market.

The best people want the best things you know!

Ahem! "Ha! Ha! It's all right, then I shall always

insist on getting the Genuine Article in future.

## SOLE AGENTS

Cande, Price & Co. Ltd.

## FINE MERCHANTS

H. O'Connell, 100, Queen's Road, Hong Kong.











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Pints and Quarts.

PEPPERMINT

Marie Brizard  
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W. A. Gilbey  
Hulst Kamp  
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Marie Brizard

OURACAO  
D. O. M.  
APRICOT BRANDY  
CHARTREUSE

Cusenier  
Yellow  
Green  
Luxardo  
Cusenier

MARASCHINO  
KUMMEL  
CHERRY WHISKY  
CHERRY BRANDY  
APRICOTINE  
CREME DE MOKA  
PEACH BRANDY  
MANDARINETTE  
CREME DE VIOLETTE  
CREME DE CACAO  
LIQUEUR FICAMP

Heering  
Cusenier  
Cusenier

## BITTERS.

AMER PICON  
BITTER SECRESTAT  
FERNET BRANCA  
AUGUSTURA  
POMERANZEN  
ORANGE

# MacEwen, Frickel & Co.

WEE CHEUNG  
ART PHOTOGRAPHER

CHILDREN'S PHOTOS  
A  
Speciality.

NOTE ADDRESS.  
ICE HOUSE HONGKONG

### STEAMERS PASSED SUEZ CANAL.

March 31. *Lennox*.  
April 3. *Nor*, *Pyrhus*, *Novara*.  
April 7. *Ajaz*, *Kasama*, *Enfous*, *First*, *Julius*, *Kina*.  
April 14. *Canton*, *Denbighshire*, *Albion*, *Maria*, *Nile*, *Pingyue*, *Sambira*, *Albion*, *Magellan*.  
April 14. *Bendora*, *Africa*, *Longor*, *Yarwood*, *Calla*, *O. J. D. Adira*, *Patricia*, *Almonmouth*.  
April 17. *E. F. Ferdinand*, *Mahon*.  
April 21. *Benlary*, *Kennedy*, *Minami*, *Ningbo*, *Sukuma*, *Indra*, *Autori*, *Maria*.

### STEAMERS EXPECTED.

The C. P. R. Co.'s R.M.S. *Empress of Japan* with the Canadian Mail arrived at Shanghai at 10.30 p.m. on the 21st April, and left at 6 p.m. on the same day, due to arrive at Hongkong at 6 a.m. on the 25th April.  
The P. M. S. S. Co.'s *Korea* carrying the German Mails with dates from Berlin of the 1st April, left Colombo on Sunday, the 19th April, p.m., and may be expected here on or about Thursday, the 25th April.  
The C. P. R. Co.'s R.M.S. *Montague* left Yokohama between 2 and 4 p.m. on the 18th April.  
The C. P. R. Co.'s R.M.S. *Empress of Russia* left Vancouver on the 16th April, a.m.

### Other Vessels.

The A. K. & Co.'s *Algha* Prince left Shanghai on the 22nd April, and is expected here on Saturday, the 25th April.  
The B. A. L. Co.'s *Bulgaria* left Tientsin on the 21st April, p.m., and may be expected here on or about the 25th April, p.m.  
The L. C. S. N. Co., Ltd.'s *Kulung* left Moji on the 21st April, is due here on the 25th April.  
The N. Y. K. Co.'s *Tambo* left (American Line) left Seattle for this port, via ports on the 24th March, and is expected here on the 25th April.

The Apec Line's *Gregory* Apec sailed from Tientsin on the 15th April, and may be expected here on or about the 3rd May.  
The E. & A. S. S. *Empire* left Sydney for this port, via Queensland Ports, Port Darwin and Manila, on the 7th April and may be expected to arrive here on or about the 2nd May.  
The Mopel Line's *Montrose* left United Kingdom for Hongkong via Straits on the 23rd March, and is expected to arrive here on or about the 7th May.  
The Farber Line's *Suruga* from New York, left Singapore on the 20th April, and is due here on or about Monday, the 27th April.

**Latest Arrivals.**  
The I. C. S. N. Co., Ltd.'s *Lokong* left Shanghai on the 22nd April, is due here on the 25th April.  
The India Line's *Indra* from San Francisco, is due here on the 4th May.  
The Austrian Lloyd's *Argon* left Singapore for this port on the 24th April, a.m., and is due to arrive here on the 25th April, a.m.  
The N. D. L. Co.'s *Prinz Waldemar* left Manila, on Friday, the 24th April, at 2 a.m., and may be expected here on or about Sunday, the 26th April, at 10 a.m.  
The C. P. R. Co.'s R. M. S. *Empress of India* left Vancouver between 2 and 4 p.m. on the 20th April.  
The I. C. S. N. Co., Ltd.'s *Fookong* left Calcutta on the 19th April, is due here on the 25th April.  
The Glen Line, Ltd.'s *Glenloch* passed the Canal on the 21st March, and is due here on the 25th April.  
The Shire Line, Ltd.'s *Shire*, passed the Canal on the 14th April, is due here on the 10th May.  
The Shire Line, Ltd.'s *Shire*, passed the Canal on the 10th April, is due here on the 10th May.  
The O. P. R. Co.'s R.M.S. *Empress of Asia* left Yokohama between 2 and 4 p.m. on the 24th April.  
The A. L. S. Co.'s *Asia* left Singapore on the 25th April, a.m., and may be expected here on or about the 30th April, p.m.



ASK  
SPECIALLY  
FOR  
MACKIE'S  
Heart  
Tonic  
Digestive  
and  
Non-gouty

# WHITE HORSE WHISKY.

\$20 DOZ.  
Including duty.

LANE, CRAWFORD & CO.  
SOLE AGENTS.

### To-day's Advertisements

**LOST.**  
BETWEEN Westminster and King Edward Hotel, SOLID SILVER CARD CASE with cards.  
MRS. GARDNER.  
Finder will be rewarded.  
Hongkong, April 25, 1914. 535

**Corinthian Yacht Club.**

**CLOSING CRUISE**  
will be held at Kowloon Bay on SUNDAY, 26th April. Visitors and Ladies Racer.  
Launch leaves Blake Pier at 10.30 a.m.  
Hongkong, April 25, 1914. 536

**THE "OVERLAND CHINA MAIL"**

**PUBLISHED EVERY SATURDAY MORNING.**  
A Comprehensive Summary of all the important news of the week.  
Price:—20 cents per Copy; or \$14 per annum, including postage.  
Subscribers' copies can be posted from this Office.  
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**STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLUMBO, EGYPT, MADRER, RANIAN PORTS, PLYMOUTH AND LONDON.**

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship ASSAYE, Capt. G. J. COLWELL, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 26th May, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Mooltan from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.**

Silk and Valuable, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to the United Kingdom. Other Cargo for London etc., will be conveyed by Bombay and transhipped to the *Macedonia* due in London on 19th June, 1914.  
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
For further particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, April 25, 1914.

### EXCHANGE

Hongkong, April 25, 1914.  
On London—  
Bank Wire ... 111 1/2  
On Demand ... 111 1/2  
30 days sight ... 111 1/2  
4 months sight ... 111 1/2  
Credita, 4 months sight ... 111 1/2  
Documentary, 4 months sight 1/11 1/2  
On Paris—  
On Demand ... 244 1/2  
Credita, 4 months sight ... 249 1/2  
On Berlin—  
On Demand ... 188 1/2  
On New York—  
On Demand ... 47 1/2  
Credita, 60 days sight ... 48 1/2  
On Bombay—  
On Demand ... 145 1/2  
On Calcutta—  
On Demand ... 145 1/2  
On Singapore—  
On Demand ... 83 1/2  
On Manila—  
On Demand ... 80 1/2  
On Shanghai—  
On Demand ... 73 1/2  
30 days sight (private paper) 74 1/2  
On Yokohama—  
On Demand ... 80  
Gold Leaf, 100 fine (per ton) \$63.70  
Silver (per oz) \$10.30  
Bar Silver in Hongkong \$4.10  
Chinese Copper Cash ... 2 1/2  
Rate of Interest ... 5 p.c.  
Chinese Bank ... 10 1/2 p.c.  
Hongkong Bank ... 10 1/2 p.c.

### SHIPPING

**ARRIVALS.**  
April 24.  
*Delta*, British steamer, 4788, W. R. Le Mare, R.N.R., Shanghai April 31, Mails and General.—P. & O. S. N. Co.  
*Acropolis*, German steamer, 1518, R. Petersen, Bangkok April 17, Rice and Timber.—BURMESE & SWINE.  
*Tomon Maru* No. 1, Japanese str., 1642, J. Kawai, Saigon April 19, Rice.—CHINA M. S. Co.  
*Saku Maru*, Japanese str., 1118, K. Tachiro, Anping, via Amoy and Swatow April 23, General.—O. S. N. Co.  
April 25.  
*Empress of Japan*, British str., 3039, W. Dixon Hopercraft, Vancouver April 3, and Shanghai 22, Mails and General.—O. P. R. Co.  
*Feliciana*, British str., 2784, H. Coffin, Hamburg Feb. 20, and Antwerp March 6, General.—K. M. S. Co.  
*Hongkong*, French str., 739, A. Marguerite, Haiphong and Hainan April 24, General.—A. R. MARY.  
*Yi Loong*, British steamer, 1122, R. J. Wrighton, Shanghai April 21, General.—JARDINE, MATHESON & Co., Ltd.  
*Shanghai*, British steamer, 1307, K. E. Tuenbin, Shanghai April 21, General.—BUTTERFIELD & SWIRE.  
*Tokai Maru*, Japanese str., 2718, D. Kamura, Miike April 19, Coal.—M. B. K.  
*Forster*, Russian str., 3278, Oranowsky, Odessa and Singapore April 18, General.—LUXEMBOURG.  
*Patella*, British str., 3501, J. Narbes, Singapore April 18, Bulk Oil.—ASIANAT FETTERLEUM Co.  
*Duyfjes*, French cruiser, 10,014, Davelny, Saigon April 20.

**DEPARTURES.**  
April 25.  
*Delta*, for Singapore and Bombay.  
*Hongkong Maru*, for Manila and San Francisco.  
*Suway*, for Yokohama.  
*Cheongching*, for Canton.  
*Horrie*, for Tientsin and Portland.  
*Triumph*, for Haiphong and Tourane.  
*Patella*, for Shanghai.  
*Saku Maru*, for Canton.  
*Columbia*, for Singapore and London.  
*Lunenburg*, for Manila.  
*M. S. Dollar*, for Cebu.  
*Shanghai*, for Canton.  
**CLEARED.**  
*Nippo Maru*, for Kobe.  
*Bava Maru*, for Singapore and Sourabaya.  
*Hongkong*, for Swatow and Shanghai.  
*Malakda*, for Haiphong.  
*Haiman*, for Swatow.  
*Standard*, for Saigon.  
*Annan Maru*, for Singapore and Bombay.  
*British Maru*, for Swatow and Tamsui.  
*Edwin*, for Swatow.  
*Feliciana*, for Shanghai and Yokohama.  
*Wongkot*, for Swatow and Singapore.  
*Sang Bee*, for Amoy and Rangoon.  
*Tyutajay*, for Batavia.  
*Wuchang*, for Shanghai.  
*Optat Maru* No. 3, for Chun-nam-po.  
*Taipei Maru*, for Manila.  
*Kenyon Maru* No. 8, for Pingchow.  
*Forster*, for Vladivostok.  
*Yingchow*, for Shanghai.  
*Onsang*, for Singapore and Calcutta.

**PASSENGERS.**  
**ARRIVED.**  
Per *Delta*, from Shanghai, for Hongkong: Mr. H. Schmitt, Mr. E. Danielson, Mr. J. H. Goby, Mr. C. H. B. Taylor, Mr. and Mrs. H. F. Carmichael, Mr. W. C. H. Watson, Mr. Pieper, Mr. A. Schellhaus, Capt. Place, Mr. J. L. Hirschman, Mr. J. F. Bagran, Mr. J. W. Van der Velden, Mr. A. J. Law, Mr. W. G. Bell, for Colombo, Mr. A. Montgomery, for Bombay, Lady M. Egerton, Miss Egerton and maid, for Marcellus, Mr. and Mrs. W. King, Master J. King, Master L. King, Mr. and Mrs. G. O. Blacker, Mr. J. E. Betley, Mr. E. H. Collyer, for London, Mr. F. A. de St. Croix, Master B. J. St. Croix, Mr. O. H. St. Croix, Mr. C. M. Forrest, Mr. N. S. O. Watson, Mr. J. E. Clow.  
Per *Empress of Japan*, for Hongkong: from Yokohama, Mr. F. S. Whitehead, from Kobe, Capt. M. Purvis, from Shanghai, Mr. A. Palm, Mr. and Mrs. Waterfield and nurse, Mr. A. S. Hill.  
Per *Shanghai*, from Shanghai, Mr. and Mrs. Klose.

**POST OFFICE NOTICES.**  
Mails will close for—  
**SWATOW.**  
Per *Delta*, at 9 a.m., on Sunday, the 26th April.  
**\*SWATOW, AMOY & FORMOSA Via TAMPOI.**  
Per *Delta* Maru, at 8 a.m., on Sunday, the 26th April.  
**PAKHOI & HAPHOING.**  
Per *Delta*, at 11 a.m., on Monday, the 27th April.  
**\*SHANGHAI & "NORTH CHINA."**  
Per *Delta*, at 1 p.m., on Monday, the 27th April.  
**SWATOW, AMOY & FUOHOOW.**  
Per *Delta*, at 10 a.m., on Tuesday, the 27th April.  
\*Specially superimposed covers, postmarked only.

## BEST FOR BABY'S SKIN



# CUTICURA SOAP

Assisted by Cuticura Ointment it tends to keep baby's skin clear and healthy, prevent minor eruptions, and establish a permanent condition of skin and hair health. They are unrivaled in the treatment of eczema, rashes and other itching, burning infantile eruptions.

### CHURCH SERVICES

**St. John's Cathedral.**  
2ND SUNDAY AFTER EASTER, APRIL 26.  
Holy Communion (8.05 a.m.)  
Matins (11 a.m.)  
Responses: Feriat: Venite. Reinagle; Psalms, of the 26th morning: Te Deum, Russell, Jones and T. B. Berwick; Carrett; Hymns: 334, 253, 137.  
Evangelist (5.45 p.m.) (Full Choir).  
Responses: Feriat: Psalms, Barnby; Magnificat & Nunc Dimittis, Stainer; E flat; anthem: "God who made earth and heaven"—Lohr; Hymns: 419, 138. Sevenfold Amen.

**St. Andrew's Church, Kowloon.**  
Holy Communion at 8 a.m. and after the Evening Service.  
Morning Prayer at 11 a.m.  
Responses: Feriat: Venite, Barnby; Day 21st Day; Psalms, 1st set; To Doan, Lawe, Cooke, Hopkins; Benedictus, Troutbeck; Hymns: 1, 371, 324.  
Evening Prayer 6 p.m.  
Hymn 39 (Tune 163 A. & M.); Responses, Feriat: Psalms, As set, First Chant throughout; Magnificat, Goodenough, XXII.  
Evangelist: Nunc Dimittis, (Tune 194 A. & M.); Hymns: 388, 438 A. & M.; Kyrie, Mendelssohn.

**Union Church, Kennedy Road.**  
Morning 10.30.—Hymns 369, 525, 221, 227.  
Evening 6.—Hymns 141, 49, 215, 237.  
Preacher: Rev. J. Kirk Macdonald.

**St. Peter's Seamen's Church, West Point.**  
Holy Communion at 8 a.m.  
Morning Service and Holy Communion at 11 a.m.  
Evening Service at Seamen's Institute at 7.30 p.m.  
Voluntary Large—Hymns, 109, 159, 47, 102.

**Christian Science Services.**  
MACDONNELL ROAD, CHURCH NEAR PEAK TRAMWAY.  
Services.—Sunday 11.15 a.m. Wednesday, 5.30 p.m.

**First Church of Christ, Scientist.**  
MACDONNELL ROAD.  
Sundays, 11.15 a.m.  
Wednesdays, 5.30 p.m.

**Wesleyan Methodist Church, Wanchoi.**  
Sunday Morning Service 10.15 a.m.  
Sunday Evening Service 8 p.m.

**Soldiers' and Sailors' Home, Arsenal Street.**  
Sunday Evening Gospel Service, 8 p.m.

**German Services: Berlin Foundling House.**  
Pastor: Johannes Mueller.

**Roman Catholic Cathedral, Glensale.**  
Low Masses at 6, 7 and 9.30 a.m.  
High Mass at 8 a.m.  
5.30 p.m.—Benediction of the Blessed Sacrament.

**St. Joseph's Church, Garden Road.**  
Mass and Sermon at 9 a.m. followed by the Benediction of the Blessed Sacrament.

### HONGKONG REGISTER.

Barometer ... 29.90 29.82 29.87  
Thermometer ... 83 73 80  
Humidity ... 87 85 70  
Direction of Wind ... sw w  
Force of Wind ... 2 2 3  
Weather ... b c c  
Rain ... — — —  
Highest, 87.0 at temperature on the 24th—83.0  
Lowest, 73.0 at temperature on the 24th—75.0  
T. J. O'NEILL, Director.  
Hongkong Observatory, April 25, 1914.

### WEATHER REPORT.

On the 24th at 11.30.—The depression now lies over central Japan. Another has formed over S.E. Mongolia.

Pressure is nearly stationary in the South. It is highest in the neighbourhood of the Bonins.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow:—

1.—Hongkong and Neighbourhood: S.W. or variable winds, moderate to light, fair.  
2.—Formosa Channel: S.W. winds, fresh.  
3.—South coast of China between Hongkong and Lamooks: The same as No. 1.  
4.—South coast of China between Hongkong and Hainan: The same as No. 1.

### HONGKONG TIDES.

The tide-table given below has been compiled at the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Charts which has been found to be 4 feet 5 inches below mean sea level.  
To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 2 feet 4 inches, and on the gauge at Lamoot Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

April 26th to May 3rd, 1914.

Time of Day	High Water	Low Water	Height of Tide	Direction of Wind	Force of Wind	Weather
	Time	Time	Height	Direction	Force	Weather
Sun	10 15	4 15	5 10	sw	2	b
Mon	10 15	4 15	5 10	sw	2	b
Tue	10 15	4 15	5 10	sw	2	b
Wed	10 15	4 15	5 10	sw	2	b
Thurs	10 15	4 15	5 10	sw	2	b
Fri	10 15	4 15	5 10	sw	2	b
Sat	10 15	4 15	5 10	sw	2	b

### SHARE LIST—QUOTATIONS.

APRIL 25, 1914.

Stocks	No. of Shares	Value	Paid up.	Closing Quotations Cash.	Return on basis of last dividend.
BANKS.					
Hongkong & Shanghai Bank Corp.	100,000	\$120	all	\$810 sellers L'don. £22.10	5 1/2%
MARINE INSURANCE.					
Canton Insurance Office Co., Ltd.	10,000	\$280	\$80	\$330 buyers	5 1/2%
North-China Insurance Co., Ltd.	10,000	\$180	\$50	Tls. 145 buyers	5 1/2%
Union Insurance Society, Ltd.	12,400	\$280	\$100	\$790 sellers	5 1/2%
Yangtze Insurance Assoc., Ltd.	12,000	\$100	\$60	\$210 @ ex 73	5 1/2%
FIRE INSURANCE.					
China Fire Insurance Co., Ltd.	80,000	\$100	\$30	\$145	5 1/2%
Hongkong Fire Insur. Co., Ltd.	8,000	\$25	\$80	\$683 by 1/2	7 1/2%
DOCKS, ETC.					
H. K. & W. Poon Dock Co., Ltd.	80,000	\$80	all	\$68 1/2 buyers/59 sales	5 1/2%
New Amoy Dock Co., Ltd.	10,000	\$10	all	\$8 1/2	7 1/2%
Shanghai Dock & Rep. Co., Ltd.	88,700	Tls. 120	all	Tls. 58	5 1/2%
STEAMSHIP, ETC.					
China and Manilla S.S. Co., Ltd.	80,000	\$80	all	\$8 1/2	5 1/2%
Douglas Steamship Co., Limited	80,000	\$80	all	\$8 1/2 buyers	5 1/2%
H.K. & C. M. S. S. Co., Ltd.	80,000	\$80	all	\$8 1/2	7 1/2%
Indo-China S. S. Co., Ltd.	80,000	\$80	all	{ \$8 1/2 sellers } L'don.	27.10/-
Star Ferry Company, Ltd.	40,000	\$10	all	\$48 1/2	5 1/2%
Shell Trans. & Trd. Co., Ltd.	3,000,000	\$1	all	102 1/2 buyers	5 1/2%
REFINING.					
China Sugar Company, Limited	80,000	\$100	all	\$52 buyers	5 1/2%
Union Sugar Company, Limited	7,000	\$100	all	\$28	5 1/2%
WEAVERS.					
H.K. & K. Whart & Godwin Co.	80,000	\$80	all	\$52	5 1/2%
Shanghai & Hongkong Whart Co.	80,000	Tls. 300	all	Tls. 94	5 1/2%
LANDS AND BUILDINGS.					
Hongkong Land Investment & Agency Company, Limited	60,000	\$100	all	\$111 1/2 by 1/2	5 1/2%
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	5 1/2%
Shai Land Investment Co., Ltd.	70,000	Tls. 50	all	Tls. 91 sales	5 1/2%
Kowloon Land & Building Co.	6,000	\$80	\$80	\$44	7 1/2%
Hongkong Estate & Finance Co.	150,000	\$10	all	\$7.60 by 1/2	5 1/2%
West Point Building Co., Ltd.	12,000	\$80	all	\$63 1/2 by 1/2	5 1/2%
TRAMWAYS.					
The Peak Tramway Co., Ltd.	25,000	\$10	all	\$10.40 sales	5 1/2%
			\$1	\$1 30 cts. sellers	5 1/2%
MINING.					
Chinese Eagle Mining Co., Ltd.	1,000,000	\$1	all	\$39	5 1/2%
Trench Mines, Limited	100,000	1	all	\$4 1/2 sellers	5 1/2%
Heawood Tin & Rub. Estate, Ltd.	22,000	2/-	all	2/6	5 1/2%
Ramb. Ass. Gold Mining Co., Ltd.	200,000	\$1	all	\$3	5 1/2%
HOTELS, ETC.					
Hongkong Hotel Company, Ltd.	20,000	\$50	all	\$123 1/2	5 1/2%
Mandarin Hotel, Ltd.	10,000	Pes. 10	all	Pes. 34 sellers	5 1/2%
REFINERIES.					
A. S. Watson & Co., Limited	80,000	\$10	all	\$8 sellers	5 1/2%
ELECTRIC.					
Hongkong Electric Co., Limited	80,000	\$10	all	\$48 sellers	4 1/2%
CEMENT & BRICKS.					
Yeean Island Cement Co., Ltd.	200,000	\$10	all	\$6.20 by 1/2	5 1/2%
Union Waterworks Co., Limited	60,000	\$10	all	\$20 sellers	5 1/2%
Hongkong Dairy Farm Co.	80,000	\$77	\$6	\$37 buyers	5 1/2%
Hongkong Ice Company, Limited	7,000	\$36	all	\$120 by 1/2	5 1/2%
H.K. Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$29	5 1/2%
H.K. & S. C. S. Fisheries Co., Ltd.	15,000	\$5	all	\$2	5 1/2%
H'kong Cotton Spinning Co., Ltd.	120,000	\$10	all	\$8 1/2 sellers	5 1/2%
Yeean Cotton Spinning and Weaving Co., Limited	80,000	Tls. 30	all	Tls. 177 sales	5 1/2%
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